

ICC Okay to Permit 2nd West 'Go Ahead'

By Ron Barker

The Interstate Commerce Commission has informed the Denver and Rio Grande Western Railroad that its application to abandon its right-of-way on Second West from Sixth South in Provo to the mouth of Provo Canyon has been approved.

The approval, dated May 4, is conditional on the railroad's fulfilling certain requirements. James Hollandsworth, the district manager of the D.&R.G.W., said the railroad has every intention of doing that.

The earliest now the railroad could terminate service and abandon its right-of-way along Second West is June 8.

The railroad had previously terminated service between Provo and Heber City, and was allowed to abandon its right-of-

way for that route from the mouth of Provo Canyon and Heber.

Still Negotiating

According to Mr. Hollandsworth, final agreement between the city and the railroad on the removal of tracks along Second West, and on turn-over of part of the right-of-way, has not been reached, but is still being negotiated.

Commissioner Ray Murdock, in whose department road improvement handled, said the city is willing to pay the railroad up to \$50,000 to reimburse it for removal of the tracks from the BYU diagonal to Sixth South. Anything left over could be applied to purchase of part of the right-of-way. There is also a possibility that the city may

(Continued on Page 4)

ICC Okay

(Continued From Page 1)

exchange some land of equal value for part of the right-of-way, or that the railroad may make a gift of the land to the city. These are among the options the city and railroad have discussed. "All these things have to be worked out yet," said Commissioner Murdock.

The city's construction will not start until some time after July 1, and in any case not until things have been coordinated with the railroad, the Mountain Bell telephone company, and Mountain Fuel gas company. "There is a lot of work to do in widening a street like this, and the city won't be the only party concerned," continued the commissioner.

Provo has received "topics" funds administered through the Utah State Department of Highways for the project. Funds will be spread over about a three year period, said Commissioner Murdock. "That will be about how long it will take to complete the entire road," he said.

The road will be a four-lane, high-speed through-way to Provo from the north. It will have turn lanes, and curb and gutter improvements. The road has been called a major step in Provo's development. It is ex-

Wasatch FFA Chapter To Sponsor Cleanup Project

HEBER — The Wasatch county Chapter of the FFA is sponsoring a county-wide clean-up program as a community service project on Monday, beginning at 12 noon.

As part of the ecological and environmental project the students from the Wasatch High School and the Wasatch Junior High School will combine with the faculties of these two schools in an effort to clean up the entire county.

The State Highway Department, Wasatch County and Heber City will be cooperating with their personnel and equipment to help clean up the highways and roads of the

pected Second West will take some of the traffic burden from University Avenue.

The city also plans to improve the sewer system under Second West when the road is torn up.

Mallet, Golden Spike Flash Again

11 May 1971

By WANDA LUND
Deseret News Staff Writer

PROMONTORY POINT —
A moment in history was recreated here Monday as hundreds of persons gathered for the 102nd anniversary of the driving of the Golden Spike.

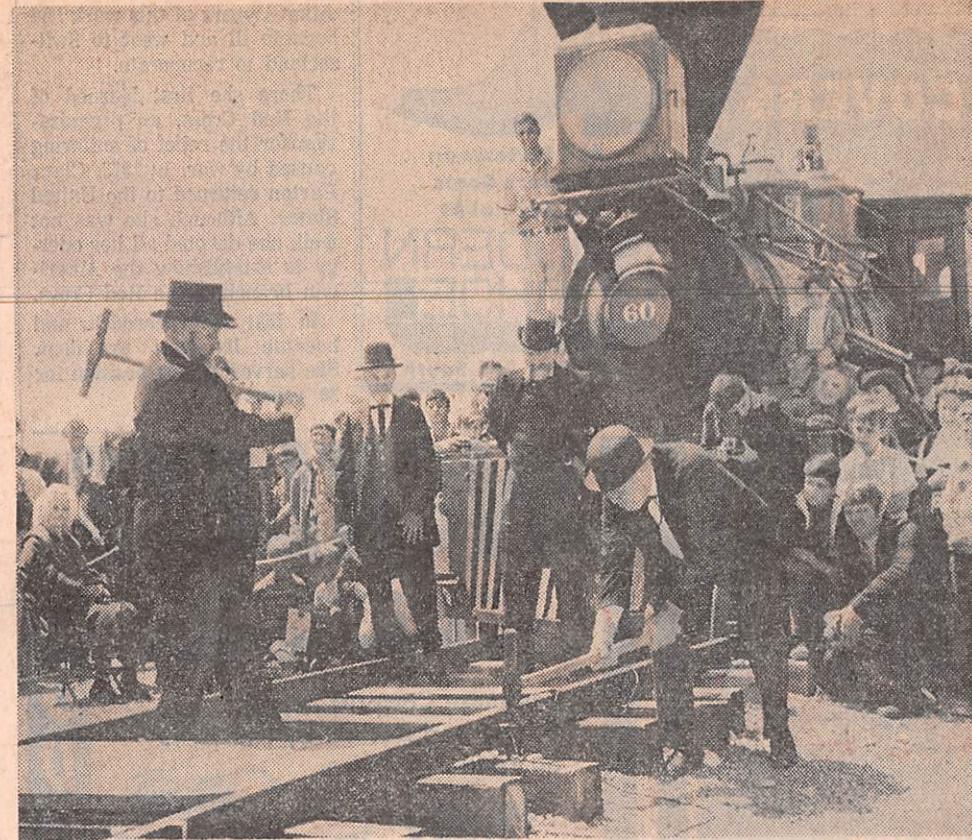
Dressed in the styles of a century ago, when the Golden Spike was driven to celebrate the completion of the first transcontinental railroad, 16 men re-enacted the event.

Heber Sessions took the part of the telegraph operator, W. N. Schilling, who falshed "Done" over telegraph wires from coast to coast to signify that America was bound with steel rails.

Gov. Calvin L. Rampton, flown to the site in a Utah National Guard helicopter, took a moment to shake hands with Sessions before the pageant began.

A few moments earlier, after once declining to speak, he had told the audience, that he had been intouch with the governor of Nevada concerning the two railroad engines at the Golden Spike National Historic Site.

"He (Gov. Callahan) has agreed that although Nevada has a better claim, they will



Driving of the Golden Spike is re-enacted at Promontory Summit.

be here for the rest of this year and the next year if we need them," he said. "We hope to have the exact replicas created in time for next year."

Principal speaker was Elder Boyd K. Packer, Council of the Twelve, Church of

Jesus Christ of Latter-day Saints. He recalled the early days of railroading and read from a journal kept by Brigham Young Jr. on a business trip east by rail Feb. 14, 1869.

The train was delayed by snowdrifts 6 to 8 feet high and passengers were stranded without food. He said completion of the transcontinental reailroad had a great effect on people from all parts of the world, who came to America to Seattle.

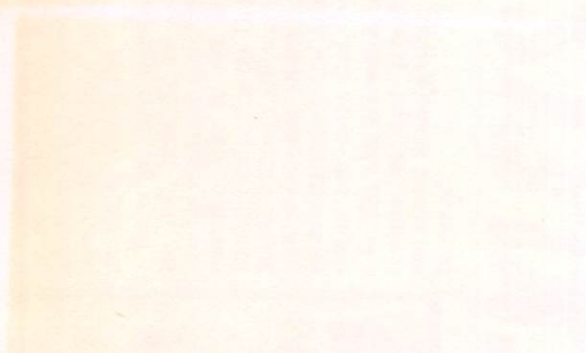
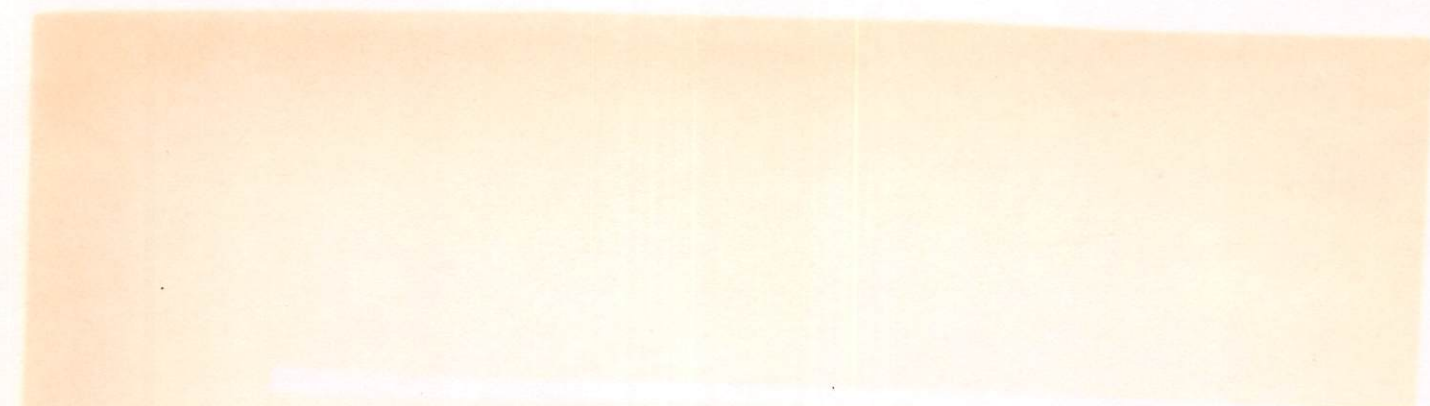
"This historic day meant a great deal here in Utah and across the nation and, indeed, across the world," he said. "Now there are other means of travel. The railroads have become the carriers of things instead of people."

"I hope we will pledge ourselves anew to those standards, to those dedications held by those who made this possible."

"It was an impossible task to build the railroad. Most of you have read of the difficulties — the lives lost — the suffering. It was impossible to do, but they did it."

"We have a greater challenge. The country now again is coming apart. We have a

See SPIKE on Page B-22



Letter to Editor

Herald
12 May 1971

Of Turkey Hunting And Fishing and Canyon Road

Editor Herald:

Well spring is turkey time, and I believe our Fish and Game Department has mentioned the area for the hunt: Now the reason for "Spring is turkey time" is that mating time and the boys that are professional enough or gobble good enough might call one of the big boys right into their net.

Now as James Bashline puts, the governing and controlling of the hunt and the amount by the fish and game department is absolutely necessary to keep the population up to par for this sport has become a big-time operation. For instance in Pennsylvania, some years back with the cutting down the big trees and shredding the forests, some species of wild turkeys became extinct, and the native bird was almost a thing of the past.

Promiscuous shooting was another factor in depleting this famous old bird. However a few stragglers existed along the Appalachian ranges, but were seldom seen or heard.

The Pennsylvania Game Commission helped by resurging hardwood forests, and they decided to do something about it. Pens constructed in the areas were known to contain a few wild gobblers. Some rather ordinary domestic turkey hens, whose wings were clipped, were placed inside these topless pens. During the mating season the gobblers flew over the edges of the enclosures and mated.

The resulting offspring were at least half-wild birds. By continuing this process for a few years, always with hens hatched from the previous years mating, a wild strain of turkeys was recreated. Thousands of these birds were released in the wooded areas of the state and they multiplied.

Today, hunters harvest more than 15,000 wild turkeys each year in Pennsylvania, and the future continues to look bright.

Addendum: Now that the fishing season is upon us there are many concerned and interested fishermen, and as to me I am a fisherman but not of the professional type, so they have to be biting ambitiously, or I have no fish. Well upon my extensive reading habits I ran upon this interesting idea: "Knowing fish spawning habits can aid angler" by Rich Hair.

Spring fishing usually begins about the same time fish begin spawning. Years ago it was generally thought wise to prohibit fishing during the spawning season. Not anymore, for biologists have proven that, in most cases, fishing during spawning season has little effect on fish populations. I believe "Casey for Fun" has mentioned this fact in one of his previous

articles which are informative and interesting. I am a fan of Mr. Casey's, for his articles cover the laws, the fishing areas, and the potent times to go to the several places where the trout will jump out of the water into your creel?

Now about the large mouth bass, they don't stay on the spawning bed too long. However, they stay with it for time long enough for the eggs to get settled, for the fry will disperse within four days after hatching. The male will stay with nest while he is on duty, not leaving for anything.

I've written too much already, but I would like to delve into another pertinent interesting factor. Well, with the enlargement of the Strawberry Reservoir. The completion of the Starvation Dam, another possibility of sportsman's interest; then the development of the Bonneville Reservoir which is in the future planning, which will enhance the sportman's paradise and boy there are plenty of them, and which of many of them would rather tie themselves to the shores of some of the beautiful lakes to dip their hooks into the lake with the full anticipation of snagging onto one of those big boys—big enough to have their picture taken and a write up about it; how he caught it and where, and what he used to land him.

And to say the least on the lake instead of to church, wow why did I say that?

Well, the crux of the problem is getting to these most favorite fishing BONANZAS. With all the boys coming from S.L.C. down the highway and up the canyon, oh have mercy on that poor Provo canyon. I am not a prognosticator nor a prophet but I'll bet a Kennedy half dollar that the traffic will be hell on wheels going up to these fun-loving places, where they can drown all their problems with their hooks.

Dammit lets be progressive, and build that new road up Provo canyon, and believe me I believe in these engineers of the roads builders for I have traveled on some of them, and to say the least about progress think of some of the men who engineered the central Utah project, like mentioning Parley Neeley who at one time headed up this famous project. Talk about progress, these men are to be praised for their far-sightedness and forthright effort, and thanks to them for their conservation, and areas of recreation.

Lyle McDonald
697 N. 6th E.
Orem

Backyard Problem

Editor, Tribune: It seems to me something ought to be said concerning this latest idiotic ruling by the Wasatch County board of health that will prohibit all overnight camping at Strawberry Reservoir.

Here they are worried about the fishermen polluting the lake water which, by the way, is used for irrigation only and not for drinking, while they have a much more serious problem right in their own back yard.

As you enter the beautiful little town of Heber from the north you will see gentle flowing streams running through the cow pastures and barnyards on its way to Deer Creek Reservoir which, as you all know, is Salt Lake City's major source of drinking water. This must be all right though as you will recall how the sewer treatment bond issue was soundly defeated at Heber not too long ago.

Sure Strawberry may have a sanitary problem but what lake in the United States doesn't when, say 30,000 people surround it for an opening day of fishing? But to deprive thousands of overnight campers the use of this lake, which is perhaps the greatest fish producer in the Western states, would be a great injustice, to put it mildly.

Tribune 5-13-71 GAIL C. WOODBURY

Utah Rails Silent, Trains Stand Still

May 18 1971

Railroad operations in Utah, like the rest of the nation, remained at a standstill today due to the strike of the Brotherhood of Railroad Signalmen.

The Amtrak passenger train reached Ogden, operated by Union Pacific supervisory personnel from Denver, but the Southern Pacific announced it would not attempt to run the train on the next leg to Oakland, Calif.

An official said the railroad arranged for two Greyhound buses to take the 66 passengers to their destinations on the coast or in between.

OTHER IS CANCELED

The train arrived at Ogden Union Depot at 8:45 p.m. Monday.

The other passenger train scheduled to operate into the state Monday night was canceled.

This was the California Zephyr operated between Salt Lake City and Denver by the Denver and Rio Grande Western. The line decided not to operate the thrice-weekly train after the crewmen refused to cross picket lines of the signalmen.

INTO TERMINALS

Some freight trains, which were already on the road when the strike occurred at 6:01 a.m. Monday, were brought into terminals. Trains carrying perishables and other high priority cargo, were operated by supervisors to reach terminals where the merchandise, including cattle, could be taken care of.

The five-state Denver Re-

gion of the U.S. Postal Department announced an embargo on all first-class mail destined for points outside a 14-state area. The region covers Colorado, Wyoming, Utah, Arizona and New Mexico.

Idaho's potato industry asked the state's congressional delegation and President Nixon to take immediate steps to halt the strike.

Idaho Agricultural Commissioner Oscar Arstein, sent a message saying, "Idaho potato growers depend upon rail transportation to deliver potatoes across the country. Any potatoes not moved out of storage during the next few weeks will rot."

Of the 13,000 signalmen involved in the strike nationally, about 600 to 700 are in the Western Region of the Union, extending from Salt Lake City to Kansas City, Kan.; north to Cheyenne, Wyo., and Omaha, Neb., and south to northern Mexico.

Today's Thought

*What greater calamity
can fall upon a nation
than the loss of worship.
—Ralph Waldo Emerson*

May 25-1971 Geo News



Salting Away The Memories-Circa, 1920

When the conductor called, "All aboard," Sunday, a wave of nostalgia swept passengers on train excursion to shores of Great Salt Lake. More than 400 people scrambled into two open-air and three enclosed cars for a brief revival of rail trip that was once commonplace. The 2½-hour ride was sponsored by the Promontory Chapter, National Railway Historical Society, to "keep alive the memory of railroads and prominent part they played in American history."



LOWELL BERG AND SON TROY, 4 years old, are helping repair the old D&RGW Railroad depot in Heber City in preparation for the daily runs of the Wasatch Mountain

Scenic Railway. A date of July 1 has been set by officials to begin operation. Present plans are to run the train from Heber City to Bridal Veil Falls in Provo Canyon.

Heber Railroad Depot Getting New Look for Scenic Railway

HEBER—The old Denver and Rio Grande Western railroad depot in Heber is again becoming a hub of activity. The 72-year old train station is getting a fresh coat of paint and some refurbishing prior to its going into service with the Wasatch Mountain Scenic Railway Company.

The railroad hopes to start operation by July 3. However, the train is available to special groups for scheduling before then, according to the president of the railroad, Lowe Ashton.

Reshingled

The train depot, which was built in 1899, is being reshingled, painted, and some boards in the building are being replaced. Rest rooms are being installed. Work is also going ahead on renovation of rolling stock and conversion operations. Boxcars are being made into open-air cars with bench seats for the sight-seers, and a combination passenger-baggage car is being converted into a snack car.

All of the railroad's rolling stock is in Heber now, and being readied for the Heber-Bridal Veil Falls runs. Included in the stock is Pacific Lumber Company's Engine 35, a 90-ton oil burning engine that was used in the redwood logging of Northern California. It is the train that the railroad will probably use most on its line. Locomotive 110, a 120-ton oil burner obtained from a Northwest lumber company is also in the inventory. It was involved in logging operations in Washington, and was built in 1928. The third locomotive is a coal burning engine, number 618, owned by the State of Utah.

Many Donations

The Wasatch Mountain Scenic Railway has been the recipient

of impressive donations. The Union Pacific Railroad donated the four boxcars being transformed into viewing cars, as well as the passenger-baggage car, which Mr. Ashton says is like the railroad cars used in railroad hold-up films. The Union Pacific caboose was donated by Brigham Young University, and the railroad also has four 85-foot Army hospital cars which were provided by the Golden Spike Empire.

When railroads were the main means of transportation in Utah, the Heber-Provo line was of great importance, hauling not only passengers, but also sheep. The railroad carried more sheep from Heber to eastern markets

than any other line, but the train's importance faded as other means of transportation developed. Finally, in 1969, the D. & R.G.W. asked to abandon its service between Provo and Heber, and the state Road Commission purchased the right-of-way of the "Heber Creeper" from Olmstead to Heber.

Go Farther

An agreement has been worked out between the railroad, the state Parks and Recreation Department, and the Road Commission to insure that the train will be able to go into operation, but some details still need to be worked out, according to Mr. Ashton. "The public wants us to go all the way to Bridal Veil Falls," he said, "and we've located a good place for a switching track near the falls." In regards to obtaining a lease for the use of the tracks from Bridal Veil to the reservoir, Mr. Ashton said the Parks and Recreation Department would be the negotiating body with the Road Commission.

"Many groups have already expressed interest in the railway," said Mr. Ashton, who looks forward to a successful operation of the scenic railway. "We'll be a going concern by the time the state gets ready to build the road in the upper end of the canyon."

The Daily Herald

Dedicated to the Progress And
Growth of Central Utah

Page 16—THE HERALD, Provo, Utah

Wednesday, June 2, 1971

Letters to Editor

Heber Young People Send Views on Canyon Road

Editor Herald:

If the proposed freeway is built in Provo Canyon, it will be built higher than the present road away from the river and parks. The freeway will be safer because there won't be many turns. The parks would be quieter and the fishing better when there isn't as much traffic. There won't be as much litter, because people won't stop along the road and eat or throw garbage out of their cars. It will be more convenient because you won't have to dodge falling rocks or watch for chuck holes, or hold on for the sharp turns. There will be a better view because you won't be in the bottom of the canyon, surrounded by trees. In the winter, you won't have to be worried about slick spots on the road, or how slow somebody is going. It won't wreck the scenery, because what's more beautiful than a modern freeway going through a green canyon with waterfalls, and a river at the bottom? They won't have to take out the old road or cover the river because they're going to leave the old road for a scenic drive. I believe on the average that there is an accident every day in Provo Canyon. Why doesn't the public vote for a freeway to save lives?

John Crook
110 West Charleston Rd.
Heber City

freeway up Provo Canyon. I am against the idea of having this freeway. The road is in fairly good shape for at least another five years. Well, it is a good one, but if you built another one it would be better.

Janet Maynard
RFD, Heber City

Editor Herald:

The Provo Canyon freeway should be put in for many reasons.

The first reason is that it will save more lives. Second, the road may cost many dollars but you cannot in any way put a price on life. Third it is more convenient for traveling and for pleasure looking at the beautiful scenery. Fourth, you would have a much nicer and quieter parks in the bottom of the canyon where you could enjoy yourself in the great out of doors.

Scott Lindsay
348 N. 100 W.,
Heber

Editor Herald:

In regards to the construction of the proposed freeway in Provo Canyon, I am against it.

The advantages of time saved in travel and the money it would bring into the area, when balanced against the damage to the river, fishing and scenery which can never be restored to its original beauty, the road isn't worth the cost.

For the sake of our ecology, I am against it!

Norman Durtschi
RFD Box 46,
Heber City

Editor Herald:

I feel that the present road up Provo Canyon is unsafe and inadequate. Men and women and children trying to go from Provo to Heber City have an awful hard time getting there or vice-versa. People who travel on that road are taking a big chance. This road should be condemned. It is sinking and it has great big chuckholes and it can't hold all of the traffic that we will have in about 15 years from now.

I am 100 percent in favor of a new road. The road up Provo Canyon is a disastrous area.

Laura Peterson
236 E. 6th S., Heber

Editor Herald:

I am writing this letter concerning my opinion on the

Editor Herald:

I think a new freeway in the Provo Canyon is a good idea. Many people think it will destroy wildlife, parks, nature and the river. But it will really just improve these things, because the highway won't be down by the river and people can still get to the parks. In some ways it will even be safer for the wildlife, because there will be a fence around parts of the freeway. There will be less litter because people won't stop and camp and eat along the freeway. Also, a new freeway would be faster, and show better progress. Of course it will cost a lot of money, but the biggest advantage to a new freeway would be safety. And can we really put a price on one life? I think we'll be ahead if we get a freeway.

Kathy Clyde
RFD, Heber City

BARBS

By PHIL PASTORET

Anyone who can smile before the first cup of coffee in the morning doesn't have the coffee we get to look forward to.

* * *

An old-timer is a person who remembers when the voting machine was the sole property of the ward boss.

* * *



Free advice is the worst thing you can take for a cold.

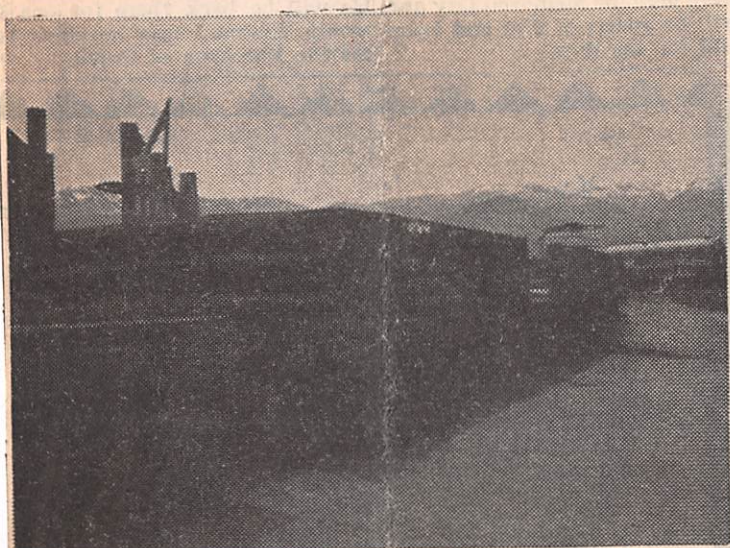
The Wasatch Wave

VOLUME EIGHTY-TWO

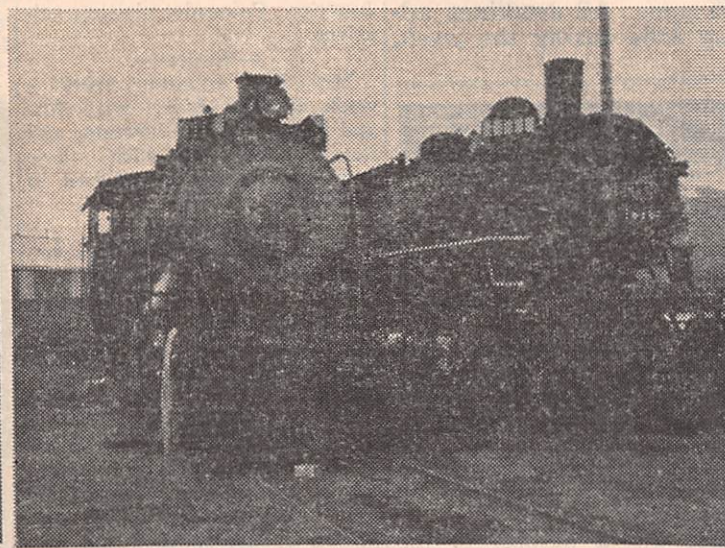
HEBER CITY, UTAH 84032, THURSDAY, JUNE 3, 1971

NUMBER FIFTEEN

Wasatch Scenic Railway to Aim for July 5th Opening



OPEN AIR CARS— Box cars have been cut in half and will be made into open-air passenger cars for scenic railway.



TWO ENGINES— New coats of paint have been applied to two of the engines of the Wasatch Mountain Railway.

The old Denver and Rio Grande Railroad depot in Heber City is undergoing a face lifting in preparation for the daily runs of the scenic railway.

Crews renovating the depot, tracks and railway equipment are working toward a July 4 goal to begin operation of the train. Chartered service will be available before this date by scheduling reservation, according to Lowe Ashton Jr., president of the Wasatch Mountain Scenic Railway Co..

The restoration of the depot involves replacing a number of rotten board, shingling the roof, installing rest rooms and painting.

THE DEPOT HAS BEEN idle for a number of years yet has a colorful background. Built in 1899, it was once the hub of activity in the Heber Valley. Before trucks and cars the rail-

road provided the only comfortable and relatively prompt transportation.

The small line from Heber to Provo carried more sheep from Heber to eastern markets than any other line in the nation of equal size.

With the development of modern roads and the decline in the sheep industry the "Heber Creeper" line lost its comfortable coaches and cargo.

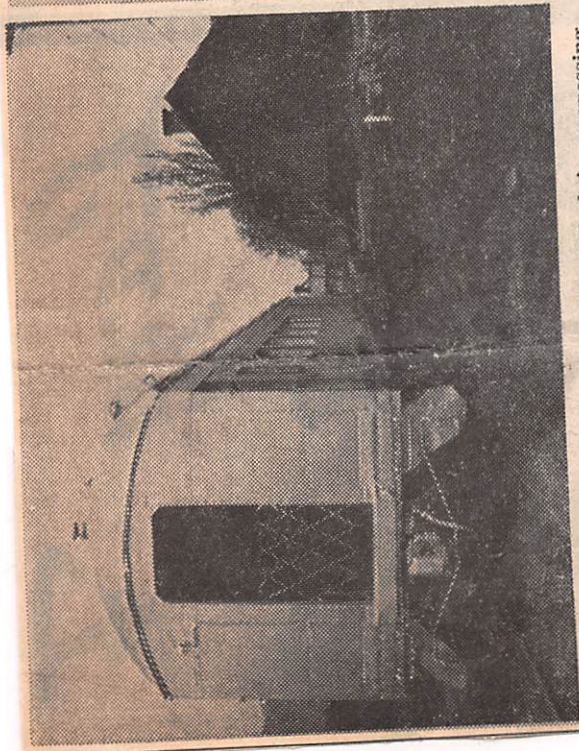
THE D&RG ABANDONED the line in 1969, stating that the little line hauled only 87 freight cars during 1967.

The Wasatch Mountain Scenic Railway Co. is attempting to bring the line out of retirement and establish a unique scenic railway from Heber City to Bridal Veil Falls in Provo Canyon.

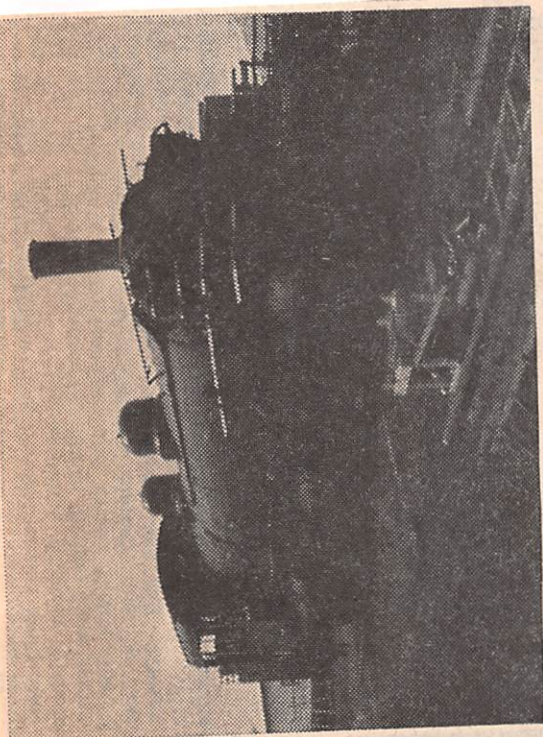
The WMSR, Utah Parks and Recreation and the Utah State Road Commission have reached an agreement on the use of the line. Title to the line from Deer Creek Reservoir to Heber City will be transferred from the Utah Road Commission to the Utah Parks and Recreation, and the line from the dam to Bridal Veil Falls will be leased to parks and recreation on a five-year term, Lowe Ashton said. Transfer of ownership of the tracks will insure preservation of the tracks and allow their use indefinitely by the railway group.

ALL OF THE NECESSARY rolling stock has been brought into the valley in preparation for the line operation.

The stock of equipment includes the old Pacific Lumber Co. Engine 35. Built in 1920 it has been used to haul redwood logs to lumber mills on the northern California coast. An oil burner and weighing 90 tons, this engine will probably be the one used most on the scenic train.



CAR AND STATION RENOVATION— Work is progressing on the renovation of the UP passenger car and the old depot.



TIMBER ENGINE— A July 5th opening of the scenic railway is being anticipated as repair crews work toward date.

Locomotive 110, which belonged to the Rayonere Lumber Company, was used to haul timber in Washington. Built in 1928 the locomotive is an oil burner and weighs 120 tons.

THE STRING OF EQUIP-ment also includes four boxcars and a combination baggage and passenger car donated to the railway by Union Pacific. This is a choice piece of equipment, Mr. Ashton said. The car is typical of the type used in railroad holdups in the movies.

Plans are to convert the boxcars into open air cars with bench seats. The combination baggage and passenger car will be used as a snack bar.

The company already has coal burning Locomotive 618, owned by the State of Utah; four 85-foot U. S. Army hospital cars, donated by the "Golden Spike Empire", and Union Pacific ca-boose, donated by BYU.

Who Wants Canyon Road?

June 7, 1971

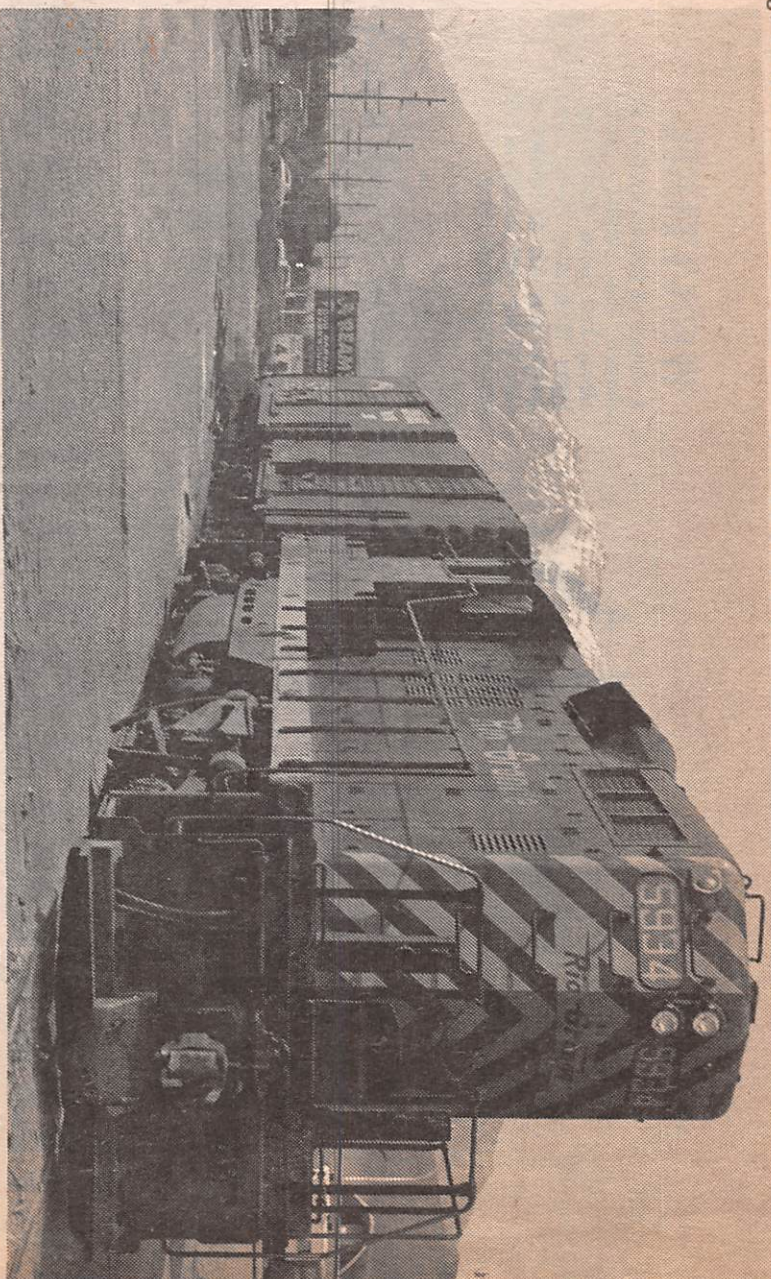
We can well be disturbed over the question of whom the road work proposed in Provo Canyon is intended to benefit. The reaction of the broad spectrum of citizens against the proposed road work points up the fact that citizens didn't ask for the road. They suddenly awakened to the fact that highway engineers had plans well made, surveys completed and work ready to begin.

The suspicion is strong that road building is in large measure a "benefit" to the economy. It provides work for bulldozers, earth movers, draglines, compactors, cement and asphalt companies, and fleet truck owners.

~~There is no question that the stories of feasibility to build roads can be concocted.~~ Feasibility is a pitfall. It was feasible to send men to the moon. It is feasible to line our highways with billboards. It is feasible to kill our streams and lakes. It is feasible to destroy all life.

Might we awaken tomorrow or soon after to discover work started because the highway department felt there was too little evidence that the general public did not want the road? Does it take 99 percent opposition — the one percent being the road builders?

STANLEY B. MULAİK
1144 E. 3rd South



THE DENVER AND RIO GRANDE Western Railway train, formerly and familiarly known as "The Heber Creeper," makes its final run up Second West in Provo Monday. Service on the Second West tracks will be discontinued at midnight tonight and officials say the tracks will be taken up as soon as possible.

Second West Rail Service Ends

The last vestige of the Heber Creeper fades into history at midnight tonight.

At midnight, the Denver and Rio Grande Western railroad will disconnect the tracks leading up Second West from Sixth South. A request by the railroad and Provo City that the line be abandoned was granted by the Interstate Commerce Commission May 4, and goes into effect today.

The last train to travel on the tracks, which in the past few years have gone only from Provo to Olmstead, finished its

run on Monday afternoon. The crew consisted of Cecil Brown, engineer; Dale Bringhurst, conductor; R. E. Sanford, brakeman; and A. S. Reid, brakeman.

For many years, the Heber-Provo line was of major importance to the economy of the area. In 1969, the railroad was permitted to discontinue service between Provo and Heber because the line was no longer profitable. The railroad has since handled freight runs between Provo and Olmstead,

and operated a team track at 12th North.

The city plans to improve Second West and make it a main arterial road leading to the downtown area from North Provo. City attorney Glen Ellis has been instructed to draw up an agreement between the city and the railroad which will determine the city's responsibility in taking over right-of-way and removal of track along Second West. At present, only informal agreements have been made.

The trains which were unloaded at the Twelfth North team track will be unloaded at the railroad's facilities south of the A & Y Lumber yard until a new facility is built between First and Second East on Sixth South.

The decision by the ICC to permit the abandonment took several months, and although the city hoped to start work on the road improvements this spring, the project will now be delayed until late this fall or next spring.

Des News 12 June 71

Heber Creeper To Run July 1

HEBER CITY (AP) — The old Heber Creeper is dead. But the new Heber Creeper will be born July 1.

The old Denver and Rio Grande Western Railroad train which ran many years between Provo and the Olmstead area officially died Wednesday when tracks were taken out of service in Provo. City officials plan to return the railbed into a street.

But the new Heber Creeper, now associated with the Steam Powered Tourist Excursion Railroad, will operate out of Heber City to Bridal Veil Falls in Provo Canyon.

J. R. Edwards, board member of the Wasatch Mountain Railway Co., said the new service will start July 1.

He said the railroad now has three old-time steam locomotives and eight excursion cars being redone in the old style.

County Okays Building Permits

In Provo Canyon—Restrictions

Provo Herald 11 June 1971

The Utah County Board of Commissioners this week approved a resolution allowing building permits to be issued to property owners in the Provo Canyon area subject to certain restrictions, despite a moratorium on development in the canyon adopted last April which the commission contends

is still in effect.

The building permit restrictions fall under two principal categories: those for property within the boundaries of a proposed service area which is being organized to provide sewage facilities, and those pertaining to other areas in the canyon outside the service area.

Within the proposed service area, building permits for new construction will be issued on the condition "that the permittee will not occupy the premises until such time as he is able to connect with the sewer system which is to be constructed to serve Provo Canyon home owners."

Building permits for remodeling or repair require that the permittee agree to connect with the sewer system as soon as it is in operation.

Outside of the service area, persons obtaining building permits must agree to connect with a sewer system when and if it is extended into their vicinity.

Failure to comply with the restrictions invalidates the permit leaving its holder in violation of the laws of Utah County.

Even though building permits will be issued for the present time under these restrictions, Commission Chairman Paul A. Thorn said that the action does not constitute a removal of the moratorium, which will remain in effect at least until the special service area is formally organized and the construction of the sewer assured. A resolution approving the formation of the service area was adopted last month following receipt of a petition from property owners in the canyon, and a public hearing on the matter is set for June 28.

Even after the moratorium is lifted, Commissioner Thorn said that the building permit

restrictions described above will remain in force.

The proposed service area includes the North Fork of the canyon and the lower section of the main fork from North Fork to the mouth. It does not include South Fork except for Vivian Park, nor does it extend into Wasatch County. The service area, when officially established, will be a legal entity empowered to apply for federal grants, contract for construction of the sewer, and tax or collect service charges as necessary to pay for the service it provides.

The moratorium on development in the canyon was imposed by a joint resolution of the Utah and Wasatch County commissions and planning commissions because of an emergency which was felt to exist with respect to pollution of the Provo River and its tributaries. Utah County commissioners said that the South Fork is not included in the proposed service area, even though it was in the original moratorium, because the extent of development in the fork is neither sufficient to constitute a serious pollution hazard nor extensive enough to make extension of the sewer into the fork economically feasible. However, the new building permit restrictions will assure that future developments in the fork will tie into the sewer whenever its extension is deemed necessary.

In the Wasatch County portion of Provo Canyon, the moratorium is still in full force, according to Wasatch County Commission Chairman Russell Wall. No action has been taken to lift or modify the original restrictions, and building permits for Provo Canyon property within the boundaries of Wasatch County are still not being issued.